

## **ARCHITECTURAL RESOURCES RESEARCH DESIGN**

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The following discussion presents the research design employed by the historic architectural resources survey:

### **Research Objective**

The objective of this Historic Resources Survey/Determination of Eligibility Study is to identify the existing and potential historic resources within the Love Creek to Route 1 Area of Potential Effect (APE) of the S.R. 24 Planning Study. In addition, the study will evaluate the potential historic resources within that APE to determine if any are eligible for listing in the National Register of Historic Places. The resources will be placed into the proper time period and historic context as outlined in the *Delaware Comprehensive Historic Preservation Plan*. Because of the range of years (contact period through suburban development) through which the S.R. 24 area has developed, it is possible for the potential historic resources to fall into a range of historic contexts, time periods, and themes.

Given that all of the S.R. 24 APE is located in the Coastal Zone and Lower Peninsula/Cypress Swamp Zone, and that agriculture has dominated the landscape of the Baltimore Hundred area historically, it is anticipated that the majority of extant above ground resources will be constructed during the period of Industrialization and Early Urbanization (1830-1880 +/-); Urbanization and Early Suburbanization (1880-1940 +/-); and Suburbanization and Early Ex-Urbanization (1940-1960+/-), and reflect the themes of Agriculture, Forestry, and Settlement Patterns and Demographic Changes. Due to modern infill and additions, demolition, weather events (such as hurricanes), and development associated with beach access corridors since World War II, historic resources dating from the periods of Exploration and Frontier Settlement (1630-1730 +/-); Intensified and Durable Occupation (1730-1770 +/-), and Early Industrialization (1770-1830 +/-) are not anticipated within the S.R. 24 APE. Resources dating from the periods of Industrialization and Early Urbanization, Urbanization and Early Suburbanization and Suburbanization and Early Ex-Urbanization will therefore be the focus of the historic resources survey.

### **Architectural Survey Field Methodology**

The architectural survey for the S.R. 24 Historic Resources Survey/Determination of Eligibility Report included a background literature review, a review of historic atlas maps, informant interviews, and field survey in winter 2002/2003 and spring/summer 2003.

The background literature review involved a non-comprehensive survey of primary and secondary sources. State, county, and local histories provided an overview of the historic context of the project area and historical maps and atlases provided additional information on development patterns.

Reference sources consulted include the Historical Society of Delaware, the Hagley Museum and Library, the Morris Library and Special Collections Department at the University of Delaware, and the Delaware Public Archives, Hall of Records.

The field survey for this project involved both pedestrian and windshield techniques. All above ground architecture within the project APE was examined, resulting in the identification of historic resources (buildings or structures 50 years in age or older). An examination of the historic resources was conducted, making note of their approximate age, condition, function, construction, materials, and architectural details. Thirty-five millimeter black and white photographs were taken of streetscapes, façades, lateral views, and specific details.

The National Register Criteria for Evaluation were applied to each resource within the APE. In addition to assessing the integrity of location, design, setting, materials, workmanship, feeling, and association, each of the four criteria were considered: (A) association with events that have made a significant contribution to the broad patterns of our history; (B) association with the lives of persons significant in our past; (C) embodiment of distinctive characteristics of a type, period or method of construction, or architecture that represents the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; and (D) an ability to yield, or likelihood to yield, information important to prehistory or history (National Register Bulletin: *How to Apply the National Register Criteria for Evaluation*).

The National Register was consulted and no resources within the APE were found to be eligible for or listed in the National Register of Historic Places. Five (5) properties were identified during previous studies; however, none of these resources were ever formally evaluated for their eligibility. Of the five (5) previously identified resources, property identification forms were only found for four (4) and main building forms for two (2).

At a field view on April 21, 2003, the Delaware State Historic Preservation Office (DE SHPO) agreed that Tax Parcels 3-34-18-12, 3-34-18-32, 3-34-18-35, 3-34-18-36, and the bridge over Love Creek (S-8359) are outside of the APE for this project. However, any work completed up to that time (i.e., CRS Forms and black and white photos) will be submitted to the DE SHPO for their files under separate cover. In addition, the DE SHPO also agreed that 3-34-18-39 (S-1004) is outside of the APE and the structure at 3-34-12-46.01 (S-1006) is no longer extant.

A meeting was held with the Nanticoke Indian Community, DE SHPO and Delaware Department of Transportation (DelDOT) to discuss the Nanticoke's interest along the entire Route 24 Corridor (Oak Orchard to Banks Road and Love Creek to Route 1). The Nanticoke pointed out the properties that they feel are significant to them within the Oak Orchard to Banks Road section of the project; however, they indicated that they do not feel an association with the Love Creek to Route 1 section. Therefore, DelDOT directed McCormick Taylor to separate the cultural resource report into two documents; one for the southern section (Oak Orchard to Banks Road) and one for the northern section (Love

Creek to Route 1), given the logical termini and the lack of connection expressed by the Nanticoke Indian Community (*See Meeting Minutes in Appendix C*).

The collected materials and research outlined above resulted in a body of information sufficient to reconstruct the general history of the region, and to place the resources in their appropriate time period and historic context according to the *Delaware Comprehensive Historic Preservation Plan*. Each identified historic resource, 50 years of age or older within the APE, was evaluated for its ability to meet the National Register Criteria for Evaluation. Delaware Cultural Resource Survey (CRS) forms were completed or updated for each historic resource identified within the APE.

### **Expected Results**

As discussed in the Research Objectives, Lewes and Rehoboth Hundred has been recognized over time for its agricultural production. While soils in the area tend to be sandy, poorly drained, and lacking nutrients, background research suggests that from the time of European settlement through the nineteenth century residents have engaged in small-scale grain/corn farming. Historic atlas maps (Beers' Atlas 1868) show that the present-day Route 24 Love Creek to Route 1 APE was sparsely settled even in the mid-nineteenth century; today, the APE is slightly denser. However, many new subdivisions are slated for construction within the APE for this project.

Because land claims were contentious between Maryland and Delaware prior to 1775, historic maps show the area to have been sparsely settled, soil quality was relatively poor, structures built were often impermanent in nature, and inland navigable waterways and roads were lacking, it is not anticipated that any extant buildings or structures will be found along the Route 24 APE from the periods of Exploration and Frontier Settlement (1630-1730 +/-), Intensified and Durable Occupation (1730-1770 +/-), or Early Industrialization (1770-1830 +/-). What few structures or buildings that may have been built during these periods are anticipated to have deteriorated, been destroyed by weather events, or been demolished for modern development. Agriculture and Settlement Patterns and Demographic Changes are anticipated to be the dominant themes along the Route 24 APE.

Following the advent of the railroad through southern Delaware, it is anticipated that vernacular I-house dwellings – seen individually or as part of an Agricultural Complex – will be found scattered along the Route 24 APE from the period of Industrialization and Early Urbanization (1830-1880 +/-) and Urbanization and Early Suburbanization (1880-1940 +/-). Agricultural Complexes as a property usage type are anticipated to be found away from crossroads or linear villages, while vernacular I-houses are anticipated to have survived throughout the Route 24 APE.

Because the bulk of development along the Route 24 APE is anticipated to have occurred during the period of Urbanization and Early Suburbanization (1880-1940 +/-), property types such as Colonial Revival dwellings, Bungalows, and Minimal Traditional houses

are anticipated to abound. Given the fact that these dwelling were built in the twentieth century, it is anticipated that many of them will survive.